

The Hongkong Telegraph.

No. 3041

MONDAY, JANUARY 11, 1892.

SIX DOLLARS
PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital.....\$1,000,000
Subscribed Capital.....\$500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq., | Chow Tung Shing, Esq.
Chan Kit Shan, Esq., | W. Wotton, Esq.
C. J. Hirst, Esq., | Kwan Hoi Chuen, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN
LONDON:—

THOMAS CARMICHAEL, Esq.—Messrs. Dent,
Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery &
Co.

C. B. STUART-WORTLEY, Esq., M.P., for Halifax.
GEO. MUNRO, Manager.

Bankers:—

London: The Alliance Bank (Ltd.)
Scotland: The Commercial Bank of Scotland.

SHANGHAI.

ADVISORY COMMITTEE.

Hie Ex. Hui Fu Yuen, | Lin Kwan Kiang, Esq.
Ma Kie Tchung, Esq., | Chu Ming Sang, Esq.

Tong Kwei Sung, Esq.

J. D. THORNBURN, Manager pro. tem.

CURRENT ACCOUNTS opened. Money
received on Deposit. Drafts issued. Bills
purchased and collected. Advances made on
Securities or goods in neutral Godowns. Usual
Bank Agency business undertaken.
Interest for 12 months Fixed 5 per Cent.

CURRENT ACCOUNTS
For Rates of Interest for other periods apply
to the Manager.
Hongkong, 5th January, 1892.

THE NEW ORIENTAL BANK
CORPORATION, LIMITED.

AUTHORISED CAPITAL.....\$1,000,000
PAID-UP CAPITAL.....\$500,000

LONDON:

Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT.
Buys and Sells BILLS OF EXCHANGE.
Issues LETTERS OF CREDIT, forwards Bills for
COLLECTION, and Transacts Banking and
Agency Business generally, on terms to be had
on application.

F. W. RUTTER,
Manager.

Insurance.

THE STANDARD LIFE ASSURANCE COMPANY, ESTABLISHED 1825.

INVESTED FUNDS.....£7,000,000 Stg.
ANNUAL INCOME.....£900,000 Stg.

BOARD OF DIRECTORS, SHANGHAI:
R. E. WAINWRIGHT, Esq.
AUGUSTUS WHITE, Esq.
F. H. BELL, Esq.

NEIL MACLEOD, Esq., M.D., Medical Officer.

W. T. PHIPPS, Esq., Chief Agent.

AGENCIES:—

Amoy—Messrs. Brown & Co.
Canton—Messrs. Rowe & Co.
Chefoo—Messrs. Cornaby & Co.

Foochow—Messrs. Phillips, Phipps & Co.
Hankow—Messrs. W. Forbes Sharp & Co.
Kobe—Messrs. Brown & Co.

Nagasaki—China & Japan Trading Co., Ltd.
Newchwang—Messrs. Bandfield & Co.
Ningbo—Messrs. Kuhn & Co.

Peking—Dr. Dudgeon, Medical Officer.
Swatow—Messrs. Bradley & Co.
Yantai—Messrs. Wilson & Co.

Yokohama—Messrs. Fraser, Farley & Co.
The Standard is an old and wealthy Scottish
Office, well-known throughout India, and the
East; and has acquired a marked character for
sound and liberal management.

DODWELL, CARLILL & Co.,
Agents, Hongkong,
Standard Life Office.

532-5

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on Goods,
&c. Policies granted to all Ports of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE.

No. 2, OFFICE ROAD, WYEE,
Hongkong, 1st February, 1892.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, LIMITED.

CAPITAL TAEL.....600,000 | \$333,333-33
EQUAL TO.....\$318,000-00

BOARD OF DIRECTORS.
LEE SING, Esq., | LO YUE MOON, Esq.
LOU TAO SHUN, Esq.,

MANAGER.—HO ANEL.

MARINE RISKS ON GOODS, &c., taken
at Current Rates to all ports of the
world.

HEAD OFFICE, 8 & 6, PRAYA WEST,
Hongkong, 11th December, 1891.

Intimations.

W. POWELL & CO.

COOKING AND HEATING STOVES for Oil or Coal.

LAMPS: LAMPS: LAMPS: LAMPS

LAMP CHIMNEYS, GLOBES, WICKS, &c., &c.

W. POWELL & CO.

CARMICHAEL & CO., LTD.

WINE AND SPIRIT MERCHANTS—TOBACCO AND CIGAR IMPORTERS,
GENERAL STOREKEEPERS AND COMMISSION AGENTS.

CHRISTMAS DESSERT.

FINEST MUSCATEL TABLE RAISINS, FINEST JORDAN ALMONDS, TURKEY
and ELEMA FIGS, CHOCOLATE CREAMS, BONBONS and FANCY SWEETS,
CALLARD & BOWEN'S BUTTER SCOTCH, EVERTON TOFFEE and RUSSIAN TOFFEE,
PUDDING RAISINS, CURRANTS, CANDIED PEELS, ORANGE, LEMON, CITRON and
MIXED. Special XMAS-GIFT—Assorted Case One Dozen WINES and SPIRITS, &c.

CARMICHAEL & CO., LTD.

18, Praya Central, Hongkong.

MOUTRIE, ROBINSON & CO.

"MOUTRIE" Hongkong. (UNDER HONGKONG HOTEL).
JUST RECEIVED A VERY LARGE COLLECTION OF EDITIONS.

LITOLFF & PETERS,

Including Nos. for 2, 4 and 8 hands, Solo for FLUTE, CORNET, VIOLIN, PIANO, &c.

PARCELS SENT ON APPROVAL.

MOUTRIE, ROBINSON & Co.

HONGKONG,
(And at London, Shanghai, Kobe and Yokohama).

W. BREWER

HAS JUST RECEIVED.

GILBERT & SULLIVAN'S "Songs of Two
Savoyards" set to Music.
China Coast Tide Tables, 1892.
Practical Telephone Handbook.
New Illustrated Shakespeare, in Russia Leather
Case.
Balfour's "My Chinese Sketch Book."
Mark Twain's Birthday Book.

W. BREWER.

UNDER HONGKONG HOTEL.

ROBERT LANG & CO.

DRESS SUITS.

NEWEST MATERIALS, FROM \$30, SILK LINED.
A VERY LARGE SELECTION OF SCOTCH TWEEDS AND OTHER SUITINGS.

EVENING DRESS SHIRTS, latest style.
EVENING DRESS TIES and GLOVES.
EVENING DRESS HOSE, SILK, THREAD, and MERINO,
EVENING DRESS SHOES and PUMPS.

Hongkong, 27th November, 1891.

CRUICKSHANK & CO., LD.,

FAMILY AND DISPENSING CHEMISTS,

Commission Agents.

RESPECTFULLY INVITE INSPECTION OF THEIR VARIED STOCK OF.
CHOCOLATES, SHORTBREAD, TOFFIES, &c.
SCOTCH HEATHER, HONEY, &c. per bottle,
OUR SPECIAL LIQUEUR WHISKY.

BRANDY, BEAUTELEAU'S ***

ALL BASS' Read Bros., Bull's Head.

STOUT GUINNESS' Read Bros., Bull's Head.

Hongkong, 5th December, 1891.

FOR SALE.

KEROSENE COOKING STOVES.
KEROSENE WARMING STOVES.
COFFEE MACHINES, TEA MACHINES,
NURSERY SPIRIT LAMPS and KETTLES.

AFTERNOON TEA SPIRIT LAMPS and KETTLES.
TRAVELLERS SPIRIT LAMPS with UTENSILS.
CHILDREN'S FOOD WARMERS.
SILICATED CARBON FILTERS.

MAIGNEN'S RAPID FILTER.

The Unbreakable COLONIAL FILTER (filters 1
gallon of water per hour) price \$7.

JANE CRAWFORD & CO.

Hongkong, 4th January, 1892.

KELLY & WALSH, LD.

INKS.

ANTOINET'S VIOLET BLACK COPYING INK.

LYONS' BLUE BLACK WRITING INK.

Do. do. COPYING INK.

STEPHENS' do. WRITING INK.

Do. do. COPYING INK.

Do. do. SCARLET INK.

Do. do. SCENTED VIOLET INK.

KELLY & WALSH, LIMITED.

QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 8th January, 1892.

Shipping.

STEAMERS.

"UNION" LINE OF STEAMERS.
FOR NAGASAKI, KORE AND YOKOHAMA,
via INLAND SEA.

THE Steamship
"TORRINGTON,"
Captain Berwick, will be despatched as above
on or about the 11th instant, instead of as
previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 8th January, 1892.

FOR SINGAPORE, PENANG, AND
CALCUTTA.

THE Steamship
"ARRATTOON APCAR,"
Captain J. E. HANCOCK, will be despatched for the
above Ports on THURSDAY, the 12th instant,
at Noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 8th January, 1892.

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
AND BOMBAY.

Having connection with Company's Mail
Steamer to ADEN, SUEZ, PORT SAID,
TRIESTE, VENICE AND FIUME.

THE Company's Steamship
"MELPOMENE,"
Captain A. HANCOCK, will be despatched as
above on FRIDAY, the 22nd instant, at Noon.
(Taking Cargo at through rates to CALCUTTA,
MADRAS, PERSIAN GULF, BLACK SEA, LEVANT,
and ADRIATIC PORTS.)

Cargo will not be received on board after 3
P.M. prior to date of sailing.

For further information as to Passage and
Freight, apply to
DAVID SASSOON, SONS & Co.

Hongkong, 8th January, 1892.

Mails.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG:
Belge.....Saturday 23rd Jan., 1892.
Oceania (via Honolulu).....Tuesday 16th Feb.
Galle.....Thursday 10th March.

THE Steamship
"BELGIC"
will be despatched for San Francisco, via
Yokohama, on SATURDAY, the 23rd Jan.,
at 1 P.M. Connection being made at Yokohama
with Steamers from Shanghai and Japan
Ports.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver,
Victoria, Esquimaux, New
Westminster, Port Townsend,
Seattle, Tacoma, Portland, O.....\$225.00

To Liverpool and London.....325.00
To Paris and Bremen.....345.00
To Havre and Hamburg.....315.00

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES. FIRST CLASS.

DESTINATION.

Kansas City, Mo., Omaha, Neb.....285.00
St. Louis, Mo.....292.50
St. Paul, Minn., Minneapolis, Minn.....297.50

Chicago, Ill.....297.50
Milwaukee, Wis.....297.50
Cincinnati, Ohio.....302.50

Columbus, Ohio.....302.50
Detroit, Mich.....302.50
Cleveland, Ohio.....302.50

Toronto, Canada.....302.50
Pittsburg, Penn.....302.50
Niagara Falls, N.Y., Buffalo, N.Y.....302.50

Washington, D.C., Baltimore, Md.....302.50
Montreal, Canada.....302.50
Philadelphia, Penn.....302.50

New York.....302.50
Boston, Mass.....302.50
Portland, Maine.....302.50

All the above Rates are in Mexican Dollars.
Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Service, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return
tickets to San Francisco will be issued at fol-
lowing rates:—

4 months.....\$337.50
12 months.....\$397.50

Time is reckoned from date of issue to date of
re-embarkation at San Francisco.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

All PARCEL PACKAGES should be marked to
address in full and same will be received at
the Company's Office until 5 P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo de-
stined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office in the United States, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 77, Queen's Road Central.

J. S. VAN BUREN, Agent.
Hongkong, 31st December, 1891.

Shipping.

STEAMERS.

"MOGUL" LINE OF STEAMERS.
FOR NEW YORK (via SUEZ CANAL).
THE Steamship

"SIKH,"
Rowley, Commander, will be despatched for the
above Ports on or about the 12th January, 1892,
instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 28th December, 1891.

SAILING VESSELS.

FOR NEW YORK.
THE 3/3 L. L. I. American Bark

"MARTHA DAVIS,"
Pendleton, Master, will load here for the above
Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.
Hongkong, 28th December, 1891.

Notices of Firms.

NOTICE.

THE Underigned has This Day established
himself as AUCTIONEER and GOODS
BROKER.

GEO. P. LAMMERT.
Hongkong, 7th December, 1891.

NOTICE.

MY SON, HENRY HUMPHREYS, was
admitted into Partnership with me on
the 1st day of July last.

JNO. D. HUMPHREYS.
Hongkong, 12th December, 1891.

THE Business heretofore carried on under
the name of JNO. D. HUMPHREYS will
henceforth be conducted under the name of
John D. Humphreys & Son.

JOHN D. HUMPHREYS & SON.
Hongkong, 12th December, 1891.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY
THROUGH TO NEW YORK VIA OVER-
LAND RAILWAYS, AND TOUCHING AT
YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG:
China.....Wednesday 13th Jan.
City of Peking.....Thursday 14th Feb.
City of Rio de Janeiro.....Friday 26th Feb.

THE U. S. Mail Steamship
"CHINA"
will be despatched for SAN FRANCISCO, via
YOKOHAMA, on WEDNESDAY, the 13th inst.,
at 1 P.M., taking Passengers and Freight for
Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver,
Victoria, Esquimaux, New
Westminster, Port Townsend,
Seattle, Tacoma, Portland, O.....\$225.00

To Liverpool and London.....325.00
To Paris and Bremen.....345.00
To Havre and Hamburg.....315.00

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES. FIRST CLASS.

DESTINATION.

Kansas City, Mo., Omaha, Neb.....285.00
St. Louis, Mo.....292.50
St. Paul, Minn., Minneapolis, Minn.....297.50

Chicago, Ill.....297.50
Milwaukee, Wis.....297.50
Cincinnati, Ohio.....302.50

Columbus, Ohio.....302.50
Detroit, Mich.....302.50
Cleveland, Ohio.....302.50

Toronto, Canada.....302.50
Pittsburg, Penn.....302.50
Niagara Falls, N.Y., Buffalo, N.Y.....302.50

Washington, D.C., Baltimore, Md.....302.50
Montreal, Canada.....302.50
Philadelphia, Penn.....302.50

New York.....302.50
Boston, Mass.....302.50
Portland, Maine.....302.50

All the above Rates are in Mexican Dollars.
Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Service, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return
tickets to San Francisco will be issued at fol-
lowing rates:—

4 months.....\$337.50
12 months.....\$397.50

Time is reckoned from date of issue to date of
re-embarkation at San Francisco.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

All PARCEL PACKAGES should be marked to
address in full and same will be received at
the Company's Office until 5 P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo de-
stined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office in the United States, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 77, Queen's Road Central.

J. S. VAN BUREN, Agent.
Hongkong, 12th January, 1892.

Mails.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE,
CHINA AND JAPAN.

PROPOSED SAILINGS FROM
HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of China, Tuesday... Feb. 2nd.
Empress of India, Tuesday... Mar. 1st.
Empress of Japan, Tuesday... Mar. 29th.

THE R. M. S.
"EMPERESS OF CHINA,"
sailing at Noon, on TUESDAY, the 2nd Feb.,
with Her Majesty's Mails, will proceed to VAN-
COUVER, via SHANGHAI, Inland Sea,
Kobe and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO

Vancouver, Victoria, Esqui-
maux, New Westminster,
B.C., Port Townsend, Seattle, Ta-
coma, Wash., San Francisco,
Portland, Ore., San Francisco,
Banff, Calgary, Alta.,
Winnipeg, Man.,
To Minneapolis, St. Paul,
Duluth, Minn.,
Chicago, Ill., Kansas City,
St. Louis, Mo.,
Milwaukee, Wis.,

GREAT FIRE IN HONGKONG.

\$80,000 DAMAGE.

On Saturday morning a slight fire occurred in the block of buildings occupied by Messrs. S. J. David & Co., Reuter, Brockmann & Co., Panjani Mining Co., and Mr. Lemm, architect, at the corner of Ice House Street and Queen's Road. It was discovered that a beam was smouldering, having apparently been ignited by the overheating of a stove. What was the cause, a small fire broke out, and the office cooled was directed to throw a glassful of water on it. This done, the police, Government officials, and others were called in to survey the premises, certify that everything was all right, and pronounce the building free from danger.

In face of this official declaration, the fire ought to have been considered itself quashed, and had no right to make any further fuss. But it lay low, biding its time, and as soon as everybody was asleep on Saturday night it began again, having a clear course and the whole building to itself. About five o'clock on Sunday morning it set to Mr. John Lemm, who was sleeping in his room next the office. The alarm was at once given, and all the inmates of the building hurriedly escaped. In Messrs. David & Co.'s offices the whole staff of clerks and companions were domiciled, and there were other people, watchmen and so on, sleeping in the building. By the time the alarm was given, some time before six o'clock, the flames were already through the roof, and the whole upper portion of the building was soon demolished. Most of Messrs. David's books were saved, at great risk and only just in time; but in the other offices, which were nearer the original centre of the fire, were many important books and documents which could not be saved. The Panjani Company's share transfer books (as are informed) were all gone; many Masonic records which were in Mr. Gourd's keeping have perished; some of Mr. Lemm's books and papers were saved, but not all. By the time the police received information of the fire, the glare was already visible from the Central Station. The police appeared on the scene with all despatch, and managed to save the ground floor from fire; but the upper part of the whole block is completely gutted. In the basement, which was used as a godown, Messrs. David & Co. had stored a large and valuable stock of cotton, yarn, oil, wine, and other merchandise, which is almost all ruined by water.

By eight o'clock on Sunday morning all trace of fire was gone. Immediate steps were taken to prevent the walls falling, for the large building had been reduced to a mere skeleton of thin stone walls. The Ice House Street front had to be shored up, a work which was executed with commendable promptitude and efficiency. Messrs. David & Co. have taken temporary offices in Connaught Place, and their goods, removed to the Wanchai godown. Messrs. Reuter, Brockmann & Co. are installed in No. 1 Ice House Lane, opposite Griffith's. "Punjani" are also domiciled in Connaught House.

A rough estimate of damage puts down the building itself (all insured) at \$50,000; goods in godown, damaged by water (insured) \$50,000; office fittings, etc. (uninsured) \$5,000; and papers lost (uninsured) \$20,000. Of course, it is difficult to represent the monetary loss caused by the destruction of important books; but the figures given show as nearly as possible the amount of income involved besides actual loss of dollars and cents.

THE SHIPPING DISASTER.

SPECULATION AS TO THE "UNKNOWN" PROBABLE LOSS OF LIVES.

In our last issue we stated that the steamer which Capt. Lunt, of the China Merchants' boat *Mesro*, saw founder at 8 o'clock on Friday last off Cutchi Point might be the British steamer *Namchow*, Captain Lee, while other opinions inclined towards the *Deuteros*, bound to Moji. From inquiries made among the relatives of passengers who were buried in Amoy in the *Namchow*, and at the local agent's office, the Bin Wah Hong, we are gathered that the *Namchow*, 1,100 tons, left Hongkong during the afternoon of the 6th instant bound for Amoy. She had on board between four and five hundred Chinese passengers, chiefly from the Straits and Java. Many of them were wealthy and took with them a good deal of money and jewellery, and some of them had their wives and one or two children with them. In addition thereto she carried a commodore, several Chinese officials, and cargo consisting of rice, sugar, and other goods. The *Namchow* was chartered to the German steamer *China*, which is now lying at Amoy under charter to the Ben Mob Hong. She carried a European Captain, two European officers (one of them named Ellis) and three European engineers.

Last night the local agent telegraphed to their correspondents at Swatow and Amoy directing them to report news of the *Namchow* on her arrival at their ports, or any intelligence respecting her, by wire immediately, but up to the hour of going to press they had received no reply to their message.

The *Namchow* insured in home offices for \$120,000 (say \$20,000 roughly) and, as we understand, heavily insured to the Hongkong and Shanghai Banking Corporation. The insurance was effected in London about five years ago when the *Namchow*, which had been running between London and Mediterranean ports, was purchased by her present owners. She is by no means a new boat.

The theory that the "unknown" must be the *Namchow* seems to be upset by the fact that she is a full-rigged ship with yellow funnel, whereas the *Deuteros*, a clipper, has a black funnel. The vessel they saw founder was a vessel with straight stem and black funnel. However, as the *Namchow* left here on the 6th instant, anchored outside Ly-se-mun Pass until daylight on the 7th and then proceeded on her voyage to Amoy, it is certainly strange that her arrival at Amoy, if it is not yet been reported. She may, of course, have put in for shelter under Meade's or some other island and may yet turn up at her destination safe and sound. We hope so, though the *Haitian*, Captain Samuel Ashton, which arrived from Amoy and Swatow yesterday neither heard nor saw anything of her.

Then as to the German steamer *Deuteros* (Captain W. Dine), bound for Moji (Japan) under charter to Messrs. Butterfield and Swire, she left here on the 6th and might, if anything had gone wrong with her engines, turn out to be the unfortunate vessel in question. Golo, as she was, to Moji to load coal for Hongkong, she would be in ballast, or in ballast passage would be "flying light," and that is just how Captain Lunt later in his report of the catastrophe, the ill-fated ship was. It seemed to him that the vessel was probably in ballast, as she was pretty high out of the water when he first took observations of her. But the fact that the *Deuteros* is a vessel of 1,100 tons appears to put her out of the reckoning, for it is surmised that the "unknown" was a vessel of 700 to 800 tons. But that is not material to the issue, for, as Captain Lunt states in his report, the weather was hazy at the time he sighted the distressed ship, and that the vessel was running and the glare caused by the sun shining on the water rendered accurate observations practically impossible. But he could hardly have been mistaken as to the shape of the

vessel's stem seeing that nautical men can "take in" a ship at a glance and he was watching the "unknown" intently for several minutes. If the *Deuteros* is all right, she will be heard of in Japan in a week or so.

It was supposed by some that the vessel in question was the *Sihon* or the *Formosa* or the *Smith*. Messrs. Douglas Laiprak & Co. have kindly informed us that none of their steamers are overdue at any port so that we are glad to be able to assure our readers that the *Formosa* (Captain Hal) is as "right as a trivet," and will be here on Wednesday morning.

The *Sihon* (Captain Stewart) is also all right, for the agents, the Kin Yee Lung Hong, have received intelligence from Swatow to the effect that she left Swatow yesterday morning, bound for Singapore.

Then as to the transport *Smith* (Captain He Leffer) she has a straight stem and is about 800 tons burden, but her funnel is not black. It is on the contrary painted yellow, with a blue band round the top. Her funnel is one of the most conspicuous seen in these waters for many years past and it is not likely that her "smoke stack" could have appeared black.

Furthermore, she has no white deckhouse, such as Capt. Lunt reported having seen distinctly on the vessel foundering off Cutchi Point.

Taking everything into consideration we are inclined to think that the *Namchow* has not fared off Cutchi Point, but that the *Deuteros* is more likely to turn out to be the "unknown," or some steamer bound south from some port to the northward of Hongkong, possibly from Shanghai.

During the forenoon to-day some of the relatives of the *Namchow's* passengers called on the Harbour Master to ask him to take steps to have a gunboat promptly despatched to look out for survivors, wreckage, etc., but we have not yet learned whether they succeeded in persuading our lethargic naval authorities to do anything. Remembering the twenty-four hours interval which elapsed between the arrival of the steamer *Namchow* and the waking-up of the authorities, we shall not be surprised if at least another forty-eight hours elapse before a gunboat crawls out in search of flying castaways who may be at present existing on seaweed, shellfish, and roots, or who may be dying of starvation and exposure while our jolly tars are playing at lawn tennis, foot-ball, hockey, etc., and living on the fat of the land in this thriving colony.

HONGKONG RIFLE ASSOCIATION.

A good muster turned up on Saturday, a result to which the arrival of the *Leander* men, always ready with their rifles, contributed not a little. Some excellent shooting took place at 200 and 500 yards. Mr. Watson went back from the two ranges with a splendid 68 out of a possible 70, whilst Mr. E. Robinson, Inspector Mann, Sgt. Macrae, R.M.A., and Mr. Robertson made respectively 65, 62, 61 and 60. It was impossible to finish the shooting at 600 yards till past 3 p.m., and in the falling light only poor scores were made. The first to meet nevertheless succeeded in just beating the 604 of our Singapore friends in the late absolute match, and with another hand of rifle marksmanship, certainly have done much better. Mr. Watson won the 200 yards spin with 34; Sgt. Macrae, R.M.A., tying Mr. Watson took the 500 yards also with 34; Lt. Smith, R.N., secured the 600 yards with 27. Members of the Team are urged to practice as much as possible during the ensuing week, as the Hongkong Team will shoot in the Interport Match on either Friday or Saturday next.

Appended are Saturday's scores:—

	100	200	300	400	500	Total
Mr. Watson	34	34	34	34	34	170
Inspector Mann	30	30	30	30	30	150
Sgt. Macrae, R.M.A.	27	27	27	27	27	135
Mr. Robertson	26	26	26	26	26	130
Mr. E. Robinson	25	25	25	25	25	125
Mr. Macrae	24	24	24	24	24	120
Mr. Smith	23	23	23	23	23	115
Mr. Ford	22	22	22	22	22	110
Mr. Hill	21	21	21	21	21	105
Mr. Hillier	20	20	20	20	20	100
Mr. E. C. Shepherd	19	19	19	19	19	95

SHANS NOTES.

(FROM OUR CORRESPONDENT.)

3rd December, 1891.
I am informed that the *Deuteros* is about to be dug out of the eyes of children and used for medicine, and other "venerable" reports, are having a considerable run just now in this province. It is difficult to understand how even a Chinese can believe such tales.

Picardie were put up at T'sung Fu, calling upon the people to assemble on the third of the eleventh month and destroy the foreign residences. These evil notices were quickly torn down by the authorities, and the foreigners do not apprehend any violence.

It is highly improbable that any serious trouble will come to the foreign residents in this province. The Shans people do not take to rioting as readily as do their fellow countrymen in the South. There is no doubt a great deal of ill-feeling here, but hitherto it has manifested itself by giving us "the cold shoulder" instead of a shower of bricks.

FOOCHOW NOTES.

Fochow, 2nd January, 1892.

A native just returned from Hing-hwa reports that the neighbourhood is infested with tigers. He states that he saw two when crossing the high range of hills towards Siong-kun. They are coming unpleasantly close to us.

Importations of such magnitude that the place is overwhelmed with stock.

An incendiary was arrested by the night patroling soldiers on Wednesday last, in the long street between the bridge and the city. It is in that locality, where the silk, piece-goods shops, fur shops and several native banks of goods standing are situated. He had in his possession a big bundle which was found to contain straw saturated with kerosene oil, and concealed on his person were a pair of daggers. He is now in goal, but it is thought in the city that, after having been made use of in an endeavour to discover his accomplices, he will be decapitated.

The Provincial Judge has issued a proclamation prohibiting gambling in private houses, as it has come to his ears that it too often leads to quarrelling and fighting, and great risk of fire is incurred. The *tepas* of the different districts are to report any infringement of this new law to the Magistrate, who will punish the offenders. But why is it that gambling goes on in the streets? There are two or three *fan-tan* tables going every day here, as may be seen in walking from the Eu Fong to the Tai-koo hong.

Accounts reach us from Kiang-ning-foo of most daring robberies. Bands of thirty to forty rustlers enter the houses of wealthy people, blindfold and gag the unhappy inmates, and then help themselves, and make off with all that is best worth having of the valuable contents. This is described to us as one of the results of the decline of the tea trade. Many hundreds of men (our informant said thousands), hitherto earning an honest living from the tea industry, are now driven from shore to shore to become burglars and highway robbers.

The following is the Tea export, as per Consular returns, since our issue of the 5th "Hing":—

For Fohling	283,778 lbs.
"Glengyle	370,541 "
"Prism	377,601 "
"Yam	44,560 "
"Pingyung	344,140 "
"Pingyung	198,951 "

For Continent of Europe:—

For Prism	12,600 "
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For Hongkong:—

For Prism	531,168 "
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For South Africa:—

For Prism	25,654 "
"Prism	12,324 "
"Pingyung	9,709 "

For New York:—

For Collingham	135,813 "
"Echo	15,600 "

HE LIBELLED A SOLICITOR.

PERRYMAN COMMITTED FOR TRIAL.

At the Justice Room of the Mansion House, London, the other day, Mr. Charles Wilbraham Perryman, the proprietor of the *Financial Observer* and *Mining Herald*, was summoned, at the instance of Mr. Anthony Pulbrook, solicitor, for having, on the 11th September last, unlawfully and maliciously published certain defamatory libels of and concerning Mr. Pulbrook. Mr. Grain, in opening the case, said that the principal and particular libel was published on the 22nd of August, it would be necessary to allude to other papers and certain paragraphs in which Mr. Pulbrook's name was alluded to in obnoxious terms. The order instituting the prosecution was obtained from Mr. Justice James under the *Libel Act*. Mr. Pulbrook was a solicitor in the City, and he had acted as such in a matter against Mr. Perryman at the Mansion House last year, when the charge was dismissed. After that persistent abuse of him was published in the *Financial Observer*. On Aug. 22nd the following paragraph appeared:—

"Companies' solicitors' stars are not in the ascendant just now, and some of them are getting a rare showing up, and besides those we have persistently stated, the attorney Anthony Pulbrook deserves honorable mention, and is well worthy of being added to the list. If there were no unscrupulous solicitors there would be no bogus company promoters, on the principle that if there were no receivers there would be no thieves."

"There was an attorney named Pulbrook, who is now being fast called to book, who'll get rubs for his bowels, and topped bang off the Rolls. This do, ass, and attorney, this Pulbrook. (Signed) 'I. OPENER.'"

In a later issue, in a reference to Mr. Bellairs, there appeared this sentence:—

"His friends outside the Marks, Pulbrook, and such like eminent asses and City thieves, do not exist." Compliment corroborated this statement. He said he had been a solicitor nearly 30 years, and the whole time in practice by himself. He had had considerable business with limited companies, and had written and published several works on company law. There were no proceedings of any kind whatever threatened or suggested against him by the Incorporated Law Society. There was no suggestion that he had been guilty of professional malpractices.

Cross-examined: He had no objection to being called a "company solicitor." Company law was his specialty. He denied that any of his were bogus companies. The company, "Yendow" (Limited), was a small company which had been registered, but had done no business. It was a company limited by guarantee, and therefore had no capital. He was the managing director, and his tenure of office as such was not to cease unless he became a lunatic (a laugh). He was also managing director of the Isle of Wight Sanatorium Company. This company went into liquidation. Mr. Aspland, a clerk, being liquidator. It subsequently changed its name to the Isle of Wight Sanatorium Company (Limited). The North Mexican Silver Mining Company (Limited) was a company of 200,000 capital, in £1 shares, and its offices were at his (the witness's) office. Mr. Aspland, a clerk of his, was the nominal trustee of the company. He forgot whether the "Vendors (Limited)" received 70,000 shares in this company; if so, it was as trustees for others, and they made no profit out of it. That company was reconstructed in his office under the style of the "North Mexican Milling and Mining Company." The mines were being worked now; they had paid a dividend. He and friends spent £5,000 in hard cash on this property. The North Mexican Silver Mines about 2,000,000 were subscribed by the public. Five mines were sold to the vendor, and they were said to be some of the best in Mexico. Neither the North Mexican Silver Mines nor the Milling and Mining Company had paid a penny in interest to the public. The debenture holders received £4,000 as interest. An execution against the North Mexican Milling and Mining Company for £100 was put in at his office, and there was a return *nil in bonis*. Aspland, the clerk, had 10,000 of the shares in this company, each with half-a-crown liability. Mr. Coxhead, a jobbing carpenter, 10,000. Miss Howe, 10,000 shares. There was a company called the Mexican Mines

Development Company (Limited), which took 60,000 shares in the North Mexican Milling and Mining Company. Witness took 10,000 shares, his daughter 10,000, and the Vendors (Limited) 10,000, and they will hold them. Mr. Coxhead was his nominee. The Mexican Mines Development Company (Limited) was also started at his office. He was managing director. The other directors were Aspland and Simmons, clerks of his. There was no capital. The company was limited by guarantee. On one occasion he put in an execution on a judgment three years old on Mr. Perryman's effects without notice to him. He was authorized by the liquidator of the company in respect of which the judgment was due to put in the execution. A former clerk of the defendant went with the sheriff's officer to point out a safe where some papers were, in order that it might be broken into by the sheriffs. He tried to induce the sheriff to put in the execution after banking hours on a Saturday. He wanted to obtain certain documents through the execution.

After a long hearing defendant was committed for trial, bail being allowed. [We shall carefully watch the course of this case and probably will have something to say to our readers after its conclusion. Mr. Pulbrook's experience as a company promoter are as suggestive of Hongkong practices in the same line of country.—Ed. H.K. Telegraph.]

THE SKIPPER'S WOES.

Have pity, ye Marine and Local Boards, Ye little magistrates—yes, most mighty lords—On the poor skipper, for his lot is cast Where fate unkind pursues him to the last. Alas poor man, his is an evil plight, His always wrong, and never in the right; Upon him, like a scorpion, must be thrown The faults of others not alone his own. Disaster comes, and tho' 'twas not his fault, 'Tis plain the fellow is not worth his salt. Should fog or currents put his reckoning out, At once they ask: 'What was the fool about?' His ship is wrecked, or by collision sunk; Of course he has to prove he wasn't drunk. If freighters are low—who but himself to blame? Jack's duff is spoiled, at once he sways the same; The reef all gone and innocent of fat, Who but the skipper is to blame for that? He shortens sail on some dark stormy night, Jack growls, and says he did it out of spite. Now he must teach the carpenter his trade. Now show the sailmaker how sails are made. In time of need he must be midwife too, Or help to kill—as other doctors do. Should a poor sailor sleep his last long sleep, He—person then—consigns him to the deep. And if he has a tear or two to spare, He acts chief mourner, and bestows them there. Well up in cooking, and in skill profound At weighing tea and sugar by the pound; Should there be strife or mutiny on board He drops the seals and then takes up the sword. And when the strife is over goes his rounds. And—surge then—binds up the gaping wounds. Now an astronomer, he views the stars, Measures a distance 'twixt the Moon and Mars; A meteorologist we find him now. Recording calms or winds—blow high and low. Of course he's Euclid at his finger-ends, Or what is harder, knows all knots and bends; Is cunning, too, at mixing paints and oils; Takes everything in hand, and nothing spoils; Versed in exchanges, up in bills of lading, And now a merchant, for his owner's trading. They praise him high, declare he is a gem! The credit his—the cash all goes to him! He dreads all night and all the peeping rats, In case of calm or deadened breeze; Chills-shoon, cyclone-in-Indian seas; Africa's tornadoes—all men tries these; Or a bright glare at night off Newfoundland. Proclaims the dreaded iceberg close at hand. Such dangers often, long-wished-for rest is sought, But "hard a-starboard!" and then "hard a-port!" Disturb his dreams, and rushing from below, "A light close to, sir, on the weather bow!" "Hard up!" bawls one, "Hard down!" another cries.

While he asleep the weary skipper tries To goon, and then the gleam of dawn reveals The skipper's plight—now half a mile astern. Once more he sleeps, but now sleep invade Dreams of Inquiry Courts and Boards of Trade. On board a steamer, now, he scans the wind, But other cares oppress his anxious mind; Of valves and pistons, cylinders, and screws, He knows, or ought to know, the names and uses; Of condensation, steam and vacuum gauges, Of oil in boilers and its incrustations, Of screw propellers and side-wheel gyrations, Of things in general—fire, and sky, and sea—A thinking cyclops he must be. Arrived in port, "Well, what's up now?" you ask. They've found a little powder in a sink— Fine him five pounds; and see—the careless dog— Here's an omission in the official log; Fine him again—the law must be enforced; Some one must pay, so let him bear the cost. Alas poor skipper, if at sea you've trouble, Arrived in port you may perhaps have double; You're fined for this because you didn't do it, For something else because you never knew it. Fine to the last and tumbled from door to door To find you are not wanted any more.

HONGKONG TEMPERATURE.

(From Messrs. Geo. F. Moore & Co.'s Register.)

	Therm.	Therm.	Therm.	Therm.	Therm.	Therm.	Therm.	Therm.	Therm.
Barometer—A.M.	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00
Barometer—P.M.	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00
Thermometer—A.M.	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00
Thermometer—P.M.	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00
Thermometer—Wet bulb	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00
Thermometer—Wet bulb	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00
Thermometer—Wet bulb	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00
Thermometer—Wet bulb	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00

Today's Advertisements.

VICTORIA PRIORY.

AN EMERGENCY MEETING OF THE VIC-

TORIA PRIORY will be held THIS

EVENING, the 11th inst, at 8.30 for 9 o'clock

precisely. Visiting Brethren are cordially

invited to attend.

—Hongkong, 11th January, 1892.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

The Company's Steamship

"HAIPHONG," will be despatched for the

above Ports, on WEDNESDAY, the 12th inst,

at Noon.

For Freight or Passage apply to

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DRESS SUITS, LINED SILK, for \$30.

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4, QUEEN'S ROAD AND DUDDELL STREET.

Hongkong, 8th January, 1892.

Today's Advertisements.

HONGKONG, CANTON AND MACAO

STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTH-ORDINARY Half-yearly

MEETING OF SHAREHOLDERS in the

Company will be held at the Office of the Com-

pany, No. 18 Bank Buildings, Queen's Road

Central, on FRIDAY, the 29th instant, at 12

o'clock Noon, for the purpose of receiving a

Report of the Directors, together with a State-

